

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-7. (cancelled)

8. (new) A method for operating a boosted internal combustion engine having a fuel injection device, a cylinder, a cylinder head, a piston and a combustion chamber defined between the cylinder head and the piston, the method comprising:

delivering a main combustion air quantity and a main fuel quantity, from which a main mixture is formed, to the combustion chamber;

igniting the main mixture formed in an area of a ignition top dead center; and

introducing an additional combustion air quantity and an additional fuel quantity into the combustion chamber after the combustion of the main mixture in such a way that a fuel-exhaust gas/air mixture is formed, which mixture is reacted in an area of a gas exchange top dead center of the piston.

9. (new) The method as claimed in claim 8, comprising introducing the additional fuel quantity into the combustion chamber in an area between the end of the piston expansion stroke and a final part of a piston exhaust stroke.

10. (new) The method as claimed in claim 9, delivering the additional fresh air quantity to the combustion chamber in an area between a final part of the expansion stroke and a final part of the exhaust stroke.

11. (new) The method as claimed in claim 10, comprising opening at least one exhaust valve and at least one inlet valve during the introduction of at least one of the additional fresh air quantity and the additional fuel quantity.

12. (new) The method as claimed in claim 11, wherein during the introduction of at least one of the additional fresh air quantity and the additional fuel quantity, opening the exhaust valve first and then the inlet valve.

13. (new) The method as claimed in claim 12, comprising injecting fuel into an intake pipe of the internal combustion engine or directly into the combustion chamber by the fuel injection device.

14. (new) The method as claimed in claim 13, comprising operating the internal combustion engine with a compression ratio of between 8 and 16.

15. (new) The method as claimed in claim 14, wherein the compression ratio is between 8 and 13.

16. (new) The method as claimed in claim 8, delivering the additional fresh air quantity to the combustion chamber in an area between a final part of the expansion stroke and a final part of the exhaust stroke.

17. (new) The method as claimed in claim 8, comprising opening at least one exhaust valve and at least one inlet valve during the introduction of at least one of the additional fresh air quantity and the additional fuel quantity.

18. (new) The method as claimed in claim 17, wherein during the introduction of at least one of the additional fresh air quantity and the additional fuel quantity, opening the exhaust valve first and then the inlet valve.

19. (new) The method as claimed in claim 8, comprising injecting fuel into an intake pipe of the internal combustion engine or directly into the combustion chamber by the fuel injection device.

20. (new) The method as claimed in claim 8, comprising operating the internal combustion engine with a compression ratio of between 8 and 16.

21. (new) The method as claimed in claim 20, wherein the compression ratio is between 8 and 13.